

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

***10/710,469 Claims Amendment #2 ( February 24, 2006)***

**[Claims 1-14] Canceled.**

- 1 **[CLAIM 15] (Currently amended) Electromagnetic propulsion devices comprising:**  
2 **a barrel;**  
3 **a cavity therein which extends the length of said barrel and having:**  
4 **a breech end opening at one end and**  
5 **a muzzle end opening at the other barrel end and**  
6 **a central axis which extends from said ~~[[breach]]~~ breech end opening to said muzzle end**  
7 **opening ,and**  
8 **a uniform right section profile to said central axis throughout said cavity ~~[[and]]~~; and**  
9 **a first barrel rail and a second barrel rail and said barrel rails are:**  
10 **power rails, and**  
11 **parallel to ~~said cavity axis~~ one another , and**  
12 **located in said barrel cavity's wall, and**  
13 **electrically insulated from direct electrical continuity with each other, and**  
14 **each said barrel power rail has:**  
15 **continuous barrel cavity surface along its length, and**  
16 **connection means ~~at its breach end~~ to outside said barrel for attachment to a power**  
17 **source; and**  
18 **a wall conductor assembly comprised of:**  
19 **a barrel bus that is:**  
20 **located outside said barrel cavity, and**  
21 **electrically insulated from direct electrical continuity with said barrel power rails, and**  
22 **located along the same length of the barrel as said barrel power rails~~[[,]]~~; and**  
23 **a plurality of wall conductors that are:**  
24 **located outside said barrel cavity, and**  
25 **parallel to one another, and**  
26 **oriented orthogonal said barrel cavity axis, and**  
27 **separated from one another, and**  
28 **distributed along the length of said barrel bus, and**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

29        **each said wall conductor of said plurality of wall conductors:**  
30            **is a continuous insulated conductor between its ends, and**  
31            **has electrical continuity at one end with said barrel bus, and**  
32            **includes between its ends a coil that:**  
33                **circumscribes the barrel cavity one or more times, and**  
34                **circumscribes the barrel cavity in the same direction from said barrel bus**  
35                **as all other wall conductor coils of said plurality of wall conductors; and**  
36        **contact means for each wall conductor of said plurality of wall conductors that:**  
37            **is located proximal the end of said wall conductor that is distal said wall conductor's end**  
38        **with said barrel bus continuity, and**  
39            **has electrical continuity with said wall conductor's barrel bus distal end, and**  
40            **extends through a mating opening in the barrel cavity wall and**  
41            **has surface in the barrel cavity; and**  
42        **armatures for propulsion through said barrel cavity and**  
43        **each said armature has:**  
44                **a central axis that is, with said armature in said barrel cavity, coincident the central axis**  
45                **of said cavity or close and parallel said axis, and**  
46                **a muzzle end that is, with said armature in said barrel cavity, the armature's end closest**  
47                **to said cavity's muzzle end, and**  
48                **a breech end that is, with said armature in said barrel cavity, the armature's end closest**  
49                **to said cavity's breech end, and**  
50                **all right section profiles to said central axis smaller than said barrel cavity's right section**  
51                **profile, and**  
52        **a permanent magnet that is:**  
53                **polarized in the direction of said armature axis, and**  
54                **located midway between said armature's muzzle and [[breach]] breech ends, and**  
55        **a forward current shunt that:**  
56                **is located in the surface of said armature and near the muzzle end of said armature, and**  
57                **has surface that, with said armature in said barrel cavity, is at and has continuous electrical**  
58                **continuity the cavity surface of said first barrel power rail, and said continuity is sliding**  
59                **electrical continuity with armature movement in the barrel cavity, and**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

60 has surface that, with said armature in said barrel cavity, is at and has continuous electrical  
61 continuity with said contact means of said wall conductor assembly at the instant barrel  
62 cavity location of said shunt surface and said continuity is sliding electrical continuity with  
63 armature movement in the barrel cavity, and  
64 said forward current shunt of an armature in the barrel cavity is electrically insulated from  
65 direct electrical continuity with said second barrel power rail, and  
66 said wall conductor assembly has additionally, with an armature in said barrel cavity,  
67 forward wall conductors comprised of:  
68 the group of one or more consecutive wall conductors of said wall conductor assembly whose  
69 contact means at any instant have said electrical continuity with said forward current  
70 shunt surface at said contact means; and  
71 said forward current shunt of an armature in said barrel cavity,  
72 via said shunt's continuous electrical continuity with said first power rail and said  
73 shunt's continuous electrical continuity with said forward wall conductors of said wall  
74 conductor assembly,  
75 maintains continuous electrical continuity between said first barrel power rail and said  
76 forward wall conductors, and,  
77 with power supplied by an outside power supply to said power rails via said connection  
78 means of said rails,  
79 maintains a current path between said first power rail, and said forward wall conductors; and  
80 an aft current shunt that:  
81 is located in the surface of said armature and near the breech end of said armature, and  
82 with said armature in said barrel cavity,  
83 has surface with continuous electrical continuity with the cavity surface of said second  
84 barrel power rail and  
85 has surface at and with continuous electrical continuity with said contact means of said  
86 wall conductor assembly at the instant barrel cavity location of said shunt surface and  
87 said continuity is sliding continuity with armature movement in the barrel cavity, and  
88 said aft current shunt is electrically insulated from direct electrical continuity with said first  
89 barrel power rail[,] and  
90 said wall conductor assembly has additionally, with said armature in said barrel cavity,

Patent Application Number: 10/710,469

February 24, 2006 Claims Amendment #2

Inventor: Joseph Franklin Frasca

Patent Examiner: Bret C. Hayes

Art Group 3644

91     **aft wall conductors comprised of:**  
92             **the group of one or more consecutive wall conductors of said wall conductor assembly**  
93             **whose contact means at any instant have said electrical continuity with said aft current**  
94             **shunt surface at said contact means; and**  
95     **said aft current shunt of an armature in said barrel cavity,**  
96             **via said continuous electrical continuity with said second power rail and said continuous**  
97             **electrical continuity with said aft wall conductors of said wall conductor assembly,**  
98             **maintains continuous electrical continuity between said second power rail and said aft wall**  
99             **conductors, and**  
100            **with power supplied by an outside power supply to said power rails via said connection**  
101     **means of said rails,**  
102            **maintains a current path between said power rail and said aft wall conductors; and**  
103     **said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,**  
104            **provides continuous electrical continuity between said forward wall conductors and said aft**  
105            **wall conductors of said wall conductor assembly and**  
106            **with power supplied by an outside power supply to said power rails,**  
107            **provides a current path between said forward wall conductors and said aft wall conductors;**  
108     **and wherein, with:**  
109            **an armature in the barrel cavity and**  
110            **power supplied to said power rail's connection means by an outside source, and**  
111            **the polarity of said barrel power rails with reference to each other so that:**  
112            **the magnetic fields of the current in said forward wall conductors interact with the**  
113            **armature's magnet creating forces of attraction on said magnet, and**  
114            **the magnetic fields of the current in said aft wall conductors interact with the armature's**  
115            **magnet creating forces of repulsion on said magnet, and**  
116     **said forces of attraction and repulsion on the armature's magnet have cavity axis parallel, muzzle**  
117     **directed components which propel the armature through the barrel cavity from ~~[[breach]]~~ breech to**  
118     **muzzle.**

1     **[Claim 16](Previously presented) Electromagnetic propulsion devices as claimed in claim 15 used as**  
2     **a reversible electric motors wherein:**

Patent Application Number: 10/710,469

February 24, 2006 Claims Amendment #2

Inventor: Joseph Franklin Frasca

Patent Examiner: Bret C. Hayes

Art Group 3644

3 one of said armatures is retained in the barrel cavity for bidirectional movement therein; and  
4 said armature has additionally power take-off means; and  
5 the direction of said armature's barrel cavity traverse is reversed by reversing the polarities of  
6 said barrel power rails with reference to each other so that:  
7 the magnetic fields of the current in said forward wall conductors interact with the  
8 armature's magnet creating forces of repulsion on said magnet, and  
9 the magnetic fields of the current in said aft wall conductors interact with the  
10 armature's magnet creating forces of attraction on said magnet, and  
11 said forces of attraction and repulsion on the armature's magnet have cavity axis parallel,  
12 ~~[[breach]]~~ breech directed components which propel the armature through the barrel cavity  
13 ~~[[from]]~~ in the muzzle to breech direction.

1 [CLAIM 17](Currently amended) Electromagnetic propulsion devices comprising:

2 a barrel; and

3 a cavity therein which extends the length of said barrel and having:

4 a breech end opening at one end and

5 a muzzle end opening at the other barrel end and

6 a central axis which extends from said breech ~~[[breach]]~~ end opening to said muzzle end  
7 opening and

8 a uniform right section profile to said central axis throughout said cavity; and

9 two pairs of barrel rails not both the same and said barrel rails are:

10 power rails, and

11 parallel to ~~said cavity axis~~ one another, and

12 located in said barrel cavity's wall, and

13 located along the same length of the barrel, and

14 electrically insulated from direct electrical continuity with each other, and

15 each said barrel power rail has:

16 continuous barrel cavity surface along its length and

17 power connection means ~~at its breach end~~ to outside said barrel for attachment to an

18 outside power source; and

19 a wall conductor assembly comprised of:

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

20     **a barrel bus that is:**  
21         **located outside said barrel cavity, and**  
22         **electrically insulated from direct electrical continuity with said barrel power rails, and**  
23         **located along the same length of the barrel as said power rails; and**  
24     **a plurality of wall conductors that are:**  
25         **located outside said barrel cavity, and**  
26         **parallel to one another, and**  
27         **oriented orthogonal said barrel cavity axis, and**  
28         **separated from one another, and**  
29         **distributed along the length of said barrel bus, and**  
30     **each wall conductor of said plurality of wall conductors:**  
31         **is a continuous insulated conductor between its ends, and**  
32         **has electrical continuity at one end with said barrel bus, and**  
33         **includes between its ends a coil that:**  
34             **circumscribes the barrel cavity one or more times, and**  
35             **circumscribes the barrel cavity in the same direction from said barrel bus as all**  
36             **other wall conductor coils of said plurality of wall conductors; and**  
37     **contact means for each wall conductor of said plurality of wall conductors that:**  
38         **is located proximal the end of said wall conductor that is distal said wall conductor's end**  
39         **with said barrel bus continuity, and**  
40         **has electrical continuity with said wall conductor's barrel bus distal end, and**  
41         **extends through a mating opening in the barrel cavity wall and**  
42         **has surface in the barrel cavity; and**  
43     **armatures for propulsion through said barrel cavity and each said armature has:**  
44         **a central axis that is, with said armature in said barrel cavity, coincident the central axis**  
45             **of said cavity or very close and parallel said axis, and**  
46         **a muzzle end that is, with said armature in said barrel cavity, the armature's end**  
47             **closest said cavity's muzzle end, and**  
48         **a breech end that is, with said armature in said barrel cavity, the armature's end**  
49             **closest said cavity's breech end, and**  
50     **all right section profiles to said axis smaller than said barrel cavity's right section profile,**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

51           **and a portion of said profiles like said barrel cavity's right section profile but slightly**  
52           **undersized thereof; and**  
53       **a propulsion bus that includes between its ends a coil which circumscribes the armature**  
54       **axis one or more times, and, that is:**  
55           **a continuous insulated conductor between its ends, and**  
56           **located midway between the armature's muzzle and breech ends, and**  
57           **oriented orthogonal said armature's central axis, and**  
58           **located in said armature where said cavity's right section profile and said armature's**  
59           **right section profiles are similar, and**  
60           **located within said armature, in, at or proximal said armature's surface, that in said**  
61           **barrel cavity, is proximal said cavity's surface, and**  
62       **said propulsion bus, with said armature in said barrel cavity, has:**  
63           **at one end, surface with continuous electrical continuity with the cavity surface of**  
64           **one of said barrel power rails that is proximal said propulsion bus end and**  
65           **said electrical continuity is continuous sliding electrical continuity with movement**  
66           **of said armature in the barrel cavity, and**  
67           **at its other end, surface with continuous electrical continuity with the cavity**  
68           **surface of a second of said barrel power rails that is proximal said other end**  
69           **and said electrical continuity is continuous sliding electrical continuity with**  
70           **movement of said armature in said barrel cavity; and**  
71       **a forward current shunt that:**  
72           **is located in said armature's surface between said propulsion bus and said**  
73           **armature's muzzle end and,**  
74           **has surface that, with said armature in said barrel cavity, is at and has continuous**  
75           **electrical continuity with the cavity surface of one of said barrel power rails, and**  
76           **said continuity is sliding electrical continuity with armature movement in the**  
77           **barrel cavity, and**  
78           **has surface that, with said armature in said barrel cavity, is at and has continuous**  
79           **electrical continuity with said contact means of said wall conductor assembly at**  
80           **the instant barrel cavity location of said shunt surface and said continuity is**  
81           **sliding electrical continuity with armature movement in the barrel cavity, and**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

82        **said forward current shunt of an armature in the barrel cavity is electrically insulated**  
83        **from direct electrical continuity with the remaining barrel power rails and**  
84 **said wall conductor assembly has additionally, with an armature in said barrel cavity,**  
85 **forward wall conductors comprised of:**  
86        **the group of one or more consecutive wall conductors of said wall conductor assembly**  
87        **whose contact means at any instant have said electrical continuity with said forward**  
88        **current shunt surface at said contact means; and**  
89 **said forward current shunt of an armature in said barrel cavity,**  
90        **via said shunt's continuous electrical continuity with said power rail and said**  
91        **shunt's continuous electrical continuity with said forward wall conductors of said**  
92        **wall conductor assembly,**  
93        **maintains continuous electrical continuity between said barrel power rail and said**  
94        **forward wall conductors, and ,**  
95        **with power supplied by an outside power supply to said power rails,**  
96        **maintains a current path between said barrel power rail, and said forward wall**  
97        **conductors;**  
98 **each said armatures also has an aft current shunt that:**  
99        **is located in the armature's surface between the propulsion bus and the breech end**  
100        **of said armature, and**  
101 **with said armature in said barrel cavity,**  
102 **has surface that ,with said armature in said barrel cavity, is at and has continuous**  
103 **electrical continuity with the cavity surface of a barrel power rail that:**  
104        **does not have direct electrical continuity with said forward current shunt, and**  
105        **does not have direct electrical continuity with the propulsion bus when said**  
106        **propulsion bus and said forward current shunt have direct electrical**  
107        **continuity with the cavity surface of the same barrel power rail, and**  
108 **has surface that ,with said armature in said barrel cavity, is at and has continuous**  
109 **electrical continuity with said contact means of said wall conductor assembly at**  
110 **the instant barrel cavity location of said shunt surface and said continuity is sliding**  
111 **electrical continuity with armature movement in the barrel cavity, and**  
112 **said aft current shunt of an armature in the barrel cavity is electrically insulated from direct**



Patent Application Number: 10/710,469

February 24, 2006 Claims Amendment #2

Inventor: Joseph Franklin Frasca

Patent Examiner: Bret C. Hayes

Art Group 3644

113           **electrical continuity with the other said barrel power rails; and**  
114 **said wall conductor assembly has additionally, with an armature in said barrel cavity,**  
115 **aft wall conductors comprised of:**  
116           **the group of one or more consecutive wall conductors of said wall conductor assembly**  
117           **whose contact means at any instant have said electrical continuity with said aft current shunt**  
118           **surface at said contact means; and**  
119 **said aft current shunt of an armature in the barrel cavity,**  
120           **via said shunt's continuous electrical continuity with said barrel power rail and said**  
121           **shunt's continuous electrical continuity with said aft wall conductors of said wall**  
122           **conductor assembly,**  
123           **maintains continuous electrical continuity between said barrel power rail and said aft**  
124           **wall conductors, and ,**  
125           **with power supplied by an outside power supply to said power rails,**  
126           **maintains a current path between said barrel power rail, and said aft wall conductors; and**  
127 **said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,**  
128           **provides continuous electrical continuity between said forward wall conductors and**  
129           **said aft wall conductors of said wall conductor assembly and**  
130           **with power supplied by an outside power supply to said power rails,**  
131           **provides a current path between said forward wall conductors and said aft wall**  
132           **conductors; and**  
133 **wherein, with an armature in said barrel cavity, and**  
134           **with power supplied by an outside power source to:**  
135           **said connection means of the power rail with said electrical continuity with said forward**  
136           **current shunt, and**  
137           **said connection means of the power rail with said electrical continuity with said aft**  
138           **current shunt, and**  
139           **with power supplied by an outside power source to:**  
140           **said connection means of the power rail with said electrical continuity with one end of**  
141           **said propulsion bus, and**  
142           **said connection means of the power rail with continuous electrical continuity with the**  
143           **other end of said propulsion bus, and**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

144 **the polarity of said connections arranged so that:**  
145 **the magnetic fields of current in said forward walls conductors interact with the current in**  
146 **said propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle**  
147 **directed components, and**  
148 **the magnetic fields of current in said aft wall conductors interact with the current in said**  
149 **propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle**  
150 **directed components, and**  
151 **said cavity axis parallel, muzzle directed force components, propel the armature through the**  
152 **barrel cavity from breech to muzzle.**

1 **[CLAIM 18] (Previously presented) Electromagnetic propulsion devices as claimed in claim 17**  
2 **wherein said barrel cavity has a twist so that:**

3 **consecutive right sections at constant axial increments through said barrel cavity have a**  
4 **constant rate of angular rotation about said cavity's axis; and**

5 **armatures for use in said barrel cavity have a twist so that:**

6 **consecutive right sections at constant axial increments through each said armature has the**  
7 **same constant rate of angular rotation about said armature's axis as said cavity's and**  
8 **said twist imparts rotation to said armatures during their barrel cavity traverse.**

1 **[CLAIM 19] (Currently amended) Electromagnetic propulsion devices as claimed in claim 17 used**  
2 **as a reversible electric motors wherein:**

3 **one of said armatures is retained for reversible movement in said barrel cavity, and**  
4 **said armature has additionally a power take-off means, and**

5 **wherein the direction of said armature's barrel cavity traverse is reversed by reversing**  
6 **the polarities with respect to each other of:**

7 **said power rail with continuous electrical continuity with said forward current shunt and**  
8 **said power rail with continuous electrical continuity with said aft current shunt,**

9 **or of**

10 **said power rail with continuous electrical continuity with one end of said propulsion bus**  
11 **and**

12 **said power rail with continuous electrical continuity with the other end of said**  
13 **propulsion bus,**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

14 so that:

15 the magnetic fields of current in said forward wall conductors interact with said armature's  
16 propulsion bus current creating forces in said propulsion bus with cavity axis parallel,  
17 breech directed components, and  
18 the magnetic fields of current in said aft wall conductors interact with said armature's  
19 propulsion bus current creating forces in said propulsion bus with cavity axis parallel,  
20 ~~[[breech]]~~ breech directed components, and  
21 said cavity axis parallel, breech directed force components propel the armature through the  
22 barrel cavity in a muzzle to breech direction.

1 [CLAIM 20] (Previously presented) Electromagnetic propulsion devices as claimed in claim 19  
2 wherein each said barrel cavity has a twist so that:

3 consecutive right sections at constant axial increments through said barrel have a constant  
4 rate of angular rotation about said cavity's axis; and  
5 said armatures for use in said barrel cavity have a twist so that:  
6 consecutive right sections at constant axial increments through said armatures have the same  
7 constant rate of angular rotation about said armature's axis and  
8 said twist imparts rotation to said armatures during their barrel cavity traverse.

1 [CLAIM 21] (Previously presented) Electromagnetic propulsion devices as claimed in claim 17  
2 wherein said two pairs of barrel power rails not both the same, is comprised of four separate barrel  
3 power rails and

4 one power rail of the first pair of power rails has continuous electrical continuity with said  
5 forward current shunt of an armature in said barrel cavity and  
6 the second power rail of the first pair of power rails has continuous electrical continuity with  
7 said aft current shunt of an armature in said barrel cavity, and  
8 one power rail of the second pair of power rails has continuous electrical continuity with one  
9 end of said propulsion bus of an armature in said barrel cavity, and  
10 the second power rail of the second pair of power rails has continuous electrical continuity  
11 with the other end of said propulsion bus of an armature in said barrel cavity.

1 [CLAIM 22] (Previously presented ) Electromagnetic propulsion devices as claimed in claim 21  
2 wherein said barrel cavity has a twist so that:

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

3 consecutive right sections taken at constant axial increments through the barrel have a constant  
4 rate of angular rotation about the cavity axis; and  
5 armatures for use in said barrel cavity have a twist so that:  
6 consecutive right sections taken at constant axial increments through said armatures have  
7 the same constant rate of angular rotation about the armature axis as said barrel and  
8 said twist imparts rotation to said armatures during their barrel cavity traverse.

1 [CLAIM 23] (Currently amended) Electromagnetic propulsion devices as claimed in claim 21, used  
2 as a reversible electric motor wherein:

3 one of said armatures is retained for reversible movement in said barrel cavity, and  
4 said armature has additionally power take-off means, and  
5 wherein the direction of the armature's barrel cavity traverse is reversed by reversing the power  
6 rail polarities with reference to each other in one of said two pairs of power rails so that:  
7 the magnetic fields of current in said forward wall conductors interact with the armature's  
8 propulsion bus current creating forces in the propulsion bus with cavity axis parallel,  
9 breech directed components, and  
10 the magnetic fields of current in said aft wall conductors interact with the armature's  
11 propulsion bus current creating forces in the propulsion bus with cavity axis parallel,  
12 [[breach]] breech directed components, and  
13 said cavity axis parallel, breech directed force components propel said armature in said barrel  
14 cavity in [[→]] the muzzle towards breech direction.

1 [CLAIM 24] (Previously presented) Electromagnetic propulsion devices as claimed in claim 23  
2 wherein the barrel cavity has a twist so that:

3 consecutive right sections through the barrel have a constant rate of angular rotation about  
4 the cavity axis per unit axis distance; and  
5 armatures for use in said barrel cavity have a twist so that:  
6 consecutive right sections through said armatures have the same constant rate of angular  
7 rotation about the armature axis per unit axis distance; and  
8 said twist imparts rotation to said armature during their barrel cavity traverse.

1 [CLAIM 25] (Currently amended) Electromagnetic propulsion devices comprising:  
2 a barrel;

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

3 a cavity therein which extends the length of said barrel and having:  
4 a breech end opening at one end and  
5 a muzzle end opening at the other barrel end and  
6 a central axis which extends from said ~~[[breach]]~~ breech end opening to said muzzle end  
7 opening and  
8 a uniform right section profile to said central axis throughout said cavity; and  
9 two barrel rails which are:  
10 power rails, and  
11 parallel to ~~said cavity axis~~, to one another and  
12 located in said barrel cavity's wall, and  
13 electrically insulated from direct electrical continuity with each other, and  
14 each said power rail has:  
15 continuous barrel cavity surface along its length and  
16 connection means ~~at its breach end~~ to outside said barrel for attachment to a power source; and  
17 a wall conductor assembly comprised of:  
18 a barrel bus that is:  
19 located outside of said barrel cavity, and  
20 electrically insulated from direct electrical continuity with said barrel power rails, and  
21 located along the same length of the barrel as said power rails; and  
22 a plurality of wall conductors that are:  
23 located outside of said barrel cavity, and  
24 oriented orthogonal said barrel cavity axis, and  
25 parallel to one another, and  
26 separated from one another, and  
27 distributed along the length of said barrel bus, and  
28 each wall conductor of said wall conductor plurality:  
29 is a continuous insulated conductor between its ends, and  
30 has electrical continuity at one end with said barrel bus, and  
31 includes between its ends a coil that:  
32 circumscribes the barrel cavity one or more times and  
33 circumscribes the barrel cavity in the same direction from said continuity with said

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

34 barrel bus as all other wall conductor coils of said plurality of wall conductors; and  
35 contact means for each wall conductor of said plurality of wall conductor that:

36 is located proximal the end of said wall conductor that is distal said wall conductor's end  
37 with said barrel bus continuity, and

38 has continuous electrical continuity with said wall conductor's barrel bus distal end, and  
39 extends through a mating opening in the barrel cavity wall and

40 has surface in the barrel cavity; and

41 armatures for propulsion through said barrel cavity and

42 each said armature has:

43 a central axis that is, with said armature in said barrel cavity, coincident the central axis  
44 of said cavity or very close and parallel the cavity central axis, and

45 a muzzle end that is, with said armature in said barrel cavity, the armature's end  
46 closest the cavity's muzzle end, and

47 a breech end that is, with said armature in said barrel cavity, the armature's end  
48 closest the cavity's breech end, and

49 all right section profiles to said axis smaller than said barrel cavity's right section profile, and  
50 a portion of said profiles like said barrel cavity's right section profile but slightly undersized  
51 thereof; and

52 a propulsion bus that is:

53 a continuous insulated conductor between its ends, and

54 located midway between said armature's muzzle and breech ends, and

55 oriented orthogonal said armature's central axis, and

56 located in said armature where said cavity's right section profile and said armature's  
57 right section profiles are similar, and

58 located within said armature, in, at or proximal said armature's surface that in said  
59 barrel cavity is proximal said cavity's surface, and

60 that includes between its ends a coil which circumscribes said armature axis one or more  
61 times, and

62 that has, with said armature in said barrel cavity,

63 surface at one end with continuous electrical continuity with said cavity surface of  
64 one of said power rails and with armature movement in said barrel cavity said

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

65            **electrical continuity is continuous sliding electrical continuity and**  
66            **continuous electrical continuity at its other end with propulsion bus-aft shunt circuit**  
67            **means; and**  
68        **a forward current shunt that:**  
69            **is located in said armature's surface between said propulsion bus and said armature's**  
70            **muzzle end, and,**  
71        **with said armature in said barrel cavity,**  
72            **is proximal the second of said barrel power rails and has surface with continuous**  
73        **electrical continuity with the cavity surface of said power rail and with armature**  
74        **movement in said barrel cavity said electrical continuity is continuous sliding**  
75        **electrical continuity and**  
76            **is insulated from direct electrical continuity with the first said power rail, and has**  
77        **surface at and with continuous electrical continuity with said contact means of said**  
78            **wall conductor assembly at the instant barrel cavity location of said shunt surface and**  
79            **said continuity is sliding electrical continuity with armature movement in the barrel**  
80            **cavity; and**  
81        **said wall conductor assembly has additionally, with an armature in said barrel cavity,**  
82        **forward wall conductors comprised of:**  
83            **the group of one or more consecutive wall conductors of said wall conductor assembly whose**  
84            **contact means at any instant have said electrical continuity with said forward current shunt**  
85            **surface at said contact means; and**  
86        **said forward current shunt of an armature in said barrel cavity,**  
87            **via said shunt's continuous electrical continuity with said power rail and said shunt's**  
88            **continuous electrical continuity with said forward wall conductors of said wall conductor**  
89            **assembly,**  
90        **maintains continuous electrical continuity between said barrel power rail and said forward**  
91        **wall conductors, and,**  
92        **with power supplied by an outside power supply to said power rails,**  
93        **maintains a current path between said barrel power rail, and said forward wall conductors; and**  
94        **each said armature also has**  
95        **an aft current shunt that:**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

96 is located in the armature's surface between said propulsion bus and said armature's breech  
97 end, and,  
98 with said armature in said barrel cavity,  
99 has continuous electrical continuity with propulsion bus-aft shunt circuit means, and  
100 has surface at and with continuous electrical continuity with said contact means of said wall  
101 conductor assembly at the instant barrel cavity location of said shunt surface and said  
102 continuity is sliding electrical continuity with armature movement in the barrel cavity,  
103 and  
104 said aft current shunt of an armature in the barrel cavity is electrically insulated from direct  
105 electrical continuity with said barrel power rails; and  
106 said wall conductor assembly has additionally, with an armature in said barrel cavity,  
107 aft wall conductors comprised of:  
108 the group of one or more consecutive wall conductors of said wall conductor assembly whose  
109 contact means at any instant have said electrical continuity with said aft current shunt  
110 surface at said contact means; and  
111 said aft current shunt of an armature in said barrel cavity,  
112 via said shunt's continuous electrical continuity with said propulsion bus-aft shunt  
113 circuit means and said shunt's continuous electrical continuity with said aft wall  
114 conductors of said wall conductor assembly,  
115 maintains continuous electrical continuity between said propulsion bus-aft shunt circuit  
116 means and said aft wall conductors, and ,  
117 with power supplied by an outside power supply to said power rails,  
118 maintains a current path between said propulsion bus-aft shunt circuit means, and said  
119 aft wall conductors; and  
120 said barrel bus of said wall conductor assembly, with an armature in said barrel cavity,  
121 provides continuous electrical continuity between said forward wall conductors and said  
122 aft wall conductors of said wall conductor assembly and  
123 with power supplied by an outside power supply to said power rails,  
124 provides a current path between said forward wall conductors and said aft wall conductors; and  
125 said propulsion bus-aft shunt circuit means is comprised :  
126 an electric current bus in said armature that is located:



Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

127 proximal said current shunts therein, and  
128 between and connecting the end of said propulsion bus distal  
129 said propulsion bus's end with said power rail continuity and said aft current shunt; and  
130 wherein with power supplied to the power rails by an outside power supply so that:  
131 the magnetic fields of current in said forward wall conductors interact with the current in said  
132 propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle  
133 directed components, and  
134 the magnetic fields current in said aft wall conductors interact with the current in said  
135 propulsion bus creating forces in said propulsion bus with cavity axis parallel, muzzle  
136 directed components, and  
137 said cavity axis parallel, muzzle directed force components, propel the armature through the  
138 barrel cavity from breech to muzzle.

1 [CLAIM 26] (Previously presented) Electromagnetic propulsion devices as claimed in claim 25  
2 wherein said barrel cavity has a twist so that consecutive right sections through the barrel have a  
3 constant rate of angular rotation per unit cavity axis distance about said cavity axis; and  
4 said armatures for use in said barrel cavity have a twist so that consecutive right sections  
5 through said armatures have the same constant rate of angular rotation per unit axis distance  
6 about the armature axis; and said twist imparts rotation to said armatures during their traverse  
7 from said barrel cavity's breech to muzzle.

1 [Claim 27] (Previously presented) Electromagnetic propulsion devices as claimed in claim 25 but  
2 wherein said propulsion bus-aft shunt circuit means is comprised:  
3 a third barrel rail that:  
4 is located in said barrel wall, and  
5 has continuous barrel cavity surface along its length, and  
6 is electrically isolated from said barrel power rails,  
7 is parallel said barrel power rails, and  
8 is located along the same barrel cavity length as said power rails; and  
9 additional surface on said propulsion bus that is:  
10 proximal said bus's end that is distal said bus's end with power rail continuity, and  
11 that, with said armature in said barrel cavity,

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2  
Art Group 3644

Inventor: Joseph Franklin Frasca

12           **is at and has continuous electrical continuity with the barrel cavity surface of said**  
13           **third rail and said continuity is sliding electrical continuity with armature movement**  
14           **in the barrel cavity; and**  
15       **additional surface on said aft current shunt that,**  
16       **with said armature in said barrel cavity,**  
17           **is at and has continuous electrical continuity with the barrel cavity surface of said**  
18           **third barrel rail and said continuity is sliding electrical continuity with armature**  
19           **movement in the barrel cavity; and**  
20       **said propulsion bus-aft shunt circuit means, with said armature in said barrel cavity,**  
21       **maintains continuous electrical continuity between said propulsion bus and said aft**  
22       **current shunt and**  
23       **maintains a current path between said propulsion bus and said aft current shunt, with**  
24       **power supplied by an outside power supply to said power rails.**

1   **[CLAIM 28](Previously presented)An electromagnetic propulsion device as claimed in claim 27**  
2   **wherein**  
3       **the barrel cavity has a twist so that**  
4       **consecutive right sections through the barrel have a constant rate of angular rotation about**  
5       **the cavity axis per unit cavity distance; and**  
6       **armatures for use in said barrel cavity have a twist so that**  
7       **consecutive right sections through said armatures have the same constant angular rate**  
8       **rotation about the armature axis per unit axis distance, and**  
9       **said twist imparts rotation to said armature during their barrel cavity traverse.**

Patent Application Number: 10/710,469  
Patent Examiner: Bret C. Hayes

February 24, 2006 Claims Amendment #2 Inventor: Joseph Franklin Frasca  
Art Group 3644

## **Patent Application 10/710,469 Claims Amendment #2 of February 24, 2006**

### **Closing Comments**

**Dear Sirs:**

**This is an amendment corrects numerous errors and short comings of the new claims submitted in the claim amendment #1 of February 21, 2006.**

**1) In designs with a twist the power rails etc. change directions with axil distance and the cavity axis dose not; i.e. they are no longer parallel. For the independent claims to be applicable in the twist claims, the expression "...parallel to said cavity's axis.." is changed to "... parallel to each other...". Therefore, line 11 of claims 15, 17 and 25 is changed from "..parallel to said cavity axis,.."to "... parallel to each other..", in the forgoing claims amendment.**

**2) Unlike rial guns, the directions of currents in the power rails of the topic invention are of little importance; therefore, a power rail's connection to outside the barrel can be anyplace along the rail and the restrictive clause "... at its breach end..." in line 16 of claim 15, and line 17 of claim 17 and line 16 of claim 25 is deleted in the forgoing claims amendment.**

**3) Numerous misspellings, unneeded redundancies, and punctuation errors are corrected in the forgoing claims amendment including:**

**In claim 15 line 7 the extra 'and' before the semicolon is removed.**

**In claim 15 line 22 of "... rails, and..." is replaced by "... rails; and...."**

**In claim 15 lines 96 & 98 "...said power rail..." is modified to "... said second power rail..."**

**In claim 16 line13 of '...from the muzzle to breech. ...' is changed to '...in the muzzle to breach direction.'**

**In claim 17 line 54 "... times, and, is:..." is changed to "... time, and, that is: ..."**

**In claim 17 lines 102 & 108 the redundant phrase "... with said armature in the barrel cavity,..." is removed.**

**In claim 23 line 14 "...cavity in a muzzle ..." is changed to "... cavity in the muzzle..."**

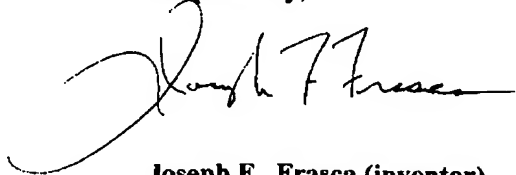
**In claim 17 line 69 "...continuity movement..." is changed to '... continuity with movment..."**

**4)In the current amendment the strikeout of the word "breach" may not be easily seen and therefore the word is double bracketed; e.g. breech [[breach]].**

**5) Additional corrections not discussed above are noted in the text of the forgoing amendment.**

**Thank you for your attention.**

**Respectively,**



**Joseph F. Frasca (inventor)**